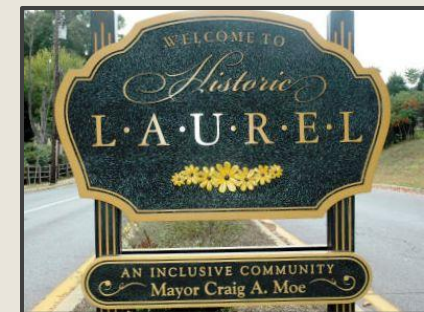
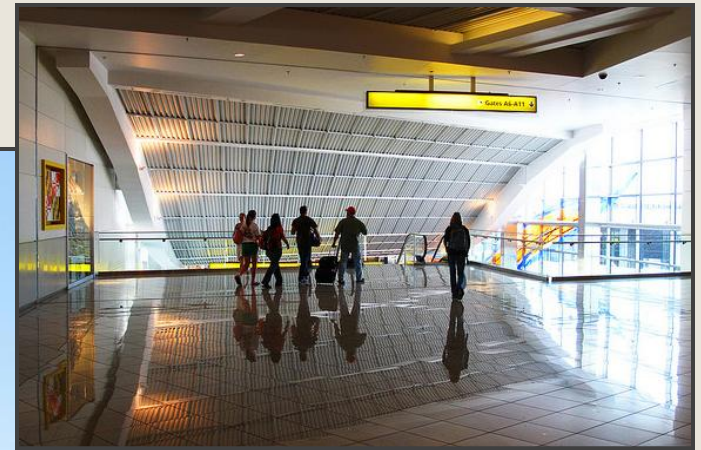


Metrobus Service Evaluations

Routes B30, 87-88, & 89-89M

Public Meeting
Laurel Library
May 25, 2011

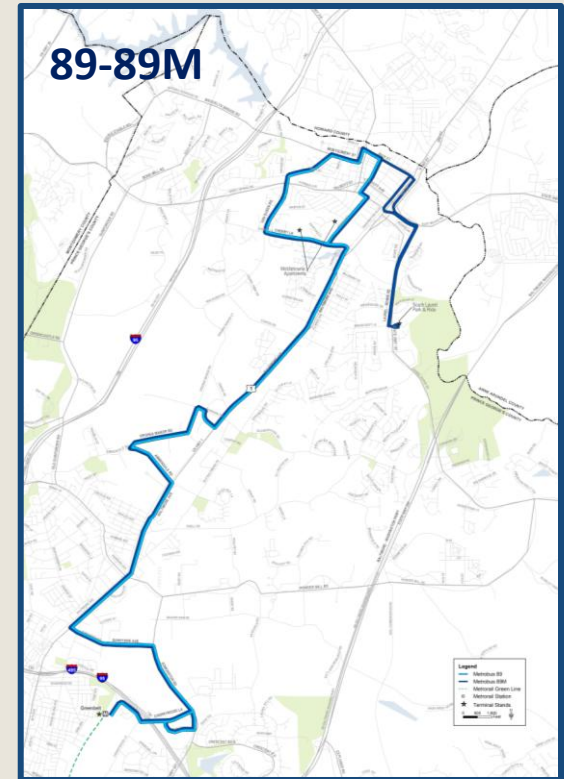
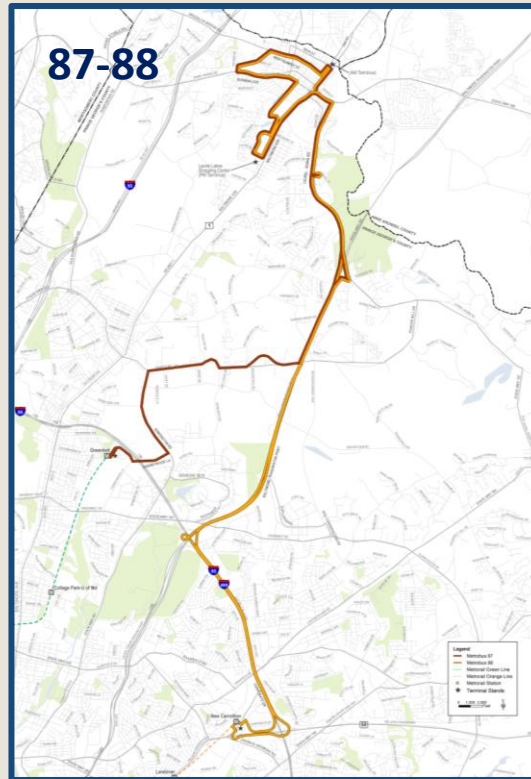
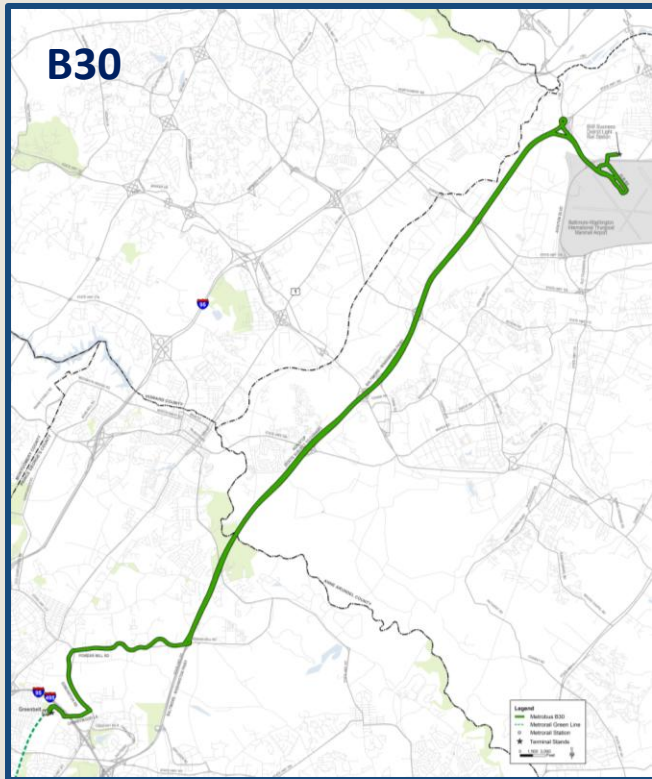


Purpose of the Evaluation

- Identify strategic needs;
- Review capacity, productivity, reliability, and quality of service;
- Recommend changes to improve service (frequency, crowding, travel time, amenities, communications, etc.)



Line Maps: B30, 87-88, & 89-89M



Metrobus Service Evaluations: Routes B30, 87-88, & 89-89M

Characteristics of Routes B30, 87-88, & 89-89M

B30:

- Average number of weekday riders: 789 (42nd of 53 routes in MD; 115th of 157 routes overall)
- Average number of riders per trip: 17
- Frequency of service: 40 minutes
- Express service
- 2nd lowest subsidy of all Metrobus routes (i.e., fares covering operational costs) – \$0.62 per rider.

87-88:

- Average number of weekday riders: 785 (41st of 53 routes in MD; 114th of 157 routes overall)
- Average number of riders per trip: 22
- Combined frequency of service: 20 minutes (weekday southbound), 30 minutes other times
- Very high subsidy per rider: \$3.89.

89-89M:

- Average number of weekday riders: 852 (38th of 53 routes in MD; 110th of 157 routes overall)
- Average number of riders per trip: 26
- Frequency of service:
89: 41-49 mins. AM peak
89: 34-61 mins. PM peak
89M: 60 minutes
- High subsidy per rider: \$2.79.



Rider Survey - Preliminary Results

B30:

- Top concerns:
 - 1) Frequency of buses
 - 2) Crowding on buses
 - 3) Hours of service
 - 4) Reliability of service
- 76% use B30 for trips to BWI; 22% use it to and from work
- 75% use B30 occasionally; 15% use it almost daily
- 67% transfer to/from Greenbelt Metro
- 40% of riders are DC residents; 37% live in MD

87-88:

- Top concerns:
 - 1) Hours of service
 - 2) Frequency of buses
 - 3) Crowding on buses
 - 4) Reliability of service
 - 5) Travel time is too long
- 84% use the line to get to and from work
- Almost all riders surveyed use the line every day
- About half of riders transfer at Greenbelt
- Almost all respondents live in Maryland

89-89M:

- Top concerns:
 - 1) Hours of service
 - 2) Frequency of buses
 - 3) Crowding on buses
 - 4) Reliability of service
 - 5) Location of bus stops
- 80% use the line to get to and from work
- Almost 90% of riders use the line every day
- Most riders transfer, either at Greenbelt Metro or another location
- 78% live in MD; 17% in DC



B30: Preliminary Recommendations to be evaluated

- **Add 8:00 am trips on weekends**
- **Improve frequency from 40 to 30 minutes at all times**
- **Shift trips to I-95 when B-W Parkway is congested**
- **Evaluate feasibility of adding more luggage space on B30 buses**
- **Add info to timetable and at stops about \$6 fare and exact change requirement**
- **Evaluate potential for fare card dispenser at B30 stops**
- **Evaluate cost (with MDOT) of adding trips during heaviest travel times (holidays)**



87-88 & 89-89M: Preliminary Recommendations

- **Combine 87-88 and 89-89M into one bi-directional route between College Park Metro and Greenbelt Metro via Route 1, Route 197, Muirkirk Road, Old Baltimore Pike, and Edmonston Avenue**
- **The 89-89M would not circulate through Laurel**
- **New service would meet Metro's guidelines for service hours and frequency (6 am to 8 pm; 30 min. peak, 60 min. off-peak)**
- **Improve bus stop amenities, consolidate stops**
- **Address signal timing and traffic bottleneck issues**
- **Benefits: direct connections from Route 1 north of the Beltway and Laurel to College Park; service to commercial areas on Old Baltimore Pike; more direct/faster service; better connectivity**
- **Recommendations are preliminary and to be evaluated further.**



Next Steps

- **Finalize recommendations based on public input and additional required analysis**
- **Estimate capital and operational costs**
- **Identify funding sources**
- **Complete final report**
- **Receive WMATA Board approval**
- **Develop implementation plans**



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